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INFORMATION REPORT

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COUNTRY USSR

SUBJECT Vessels Observed/
Port Facilities/MiscellaneousREPORT

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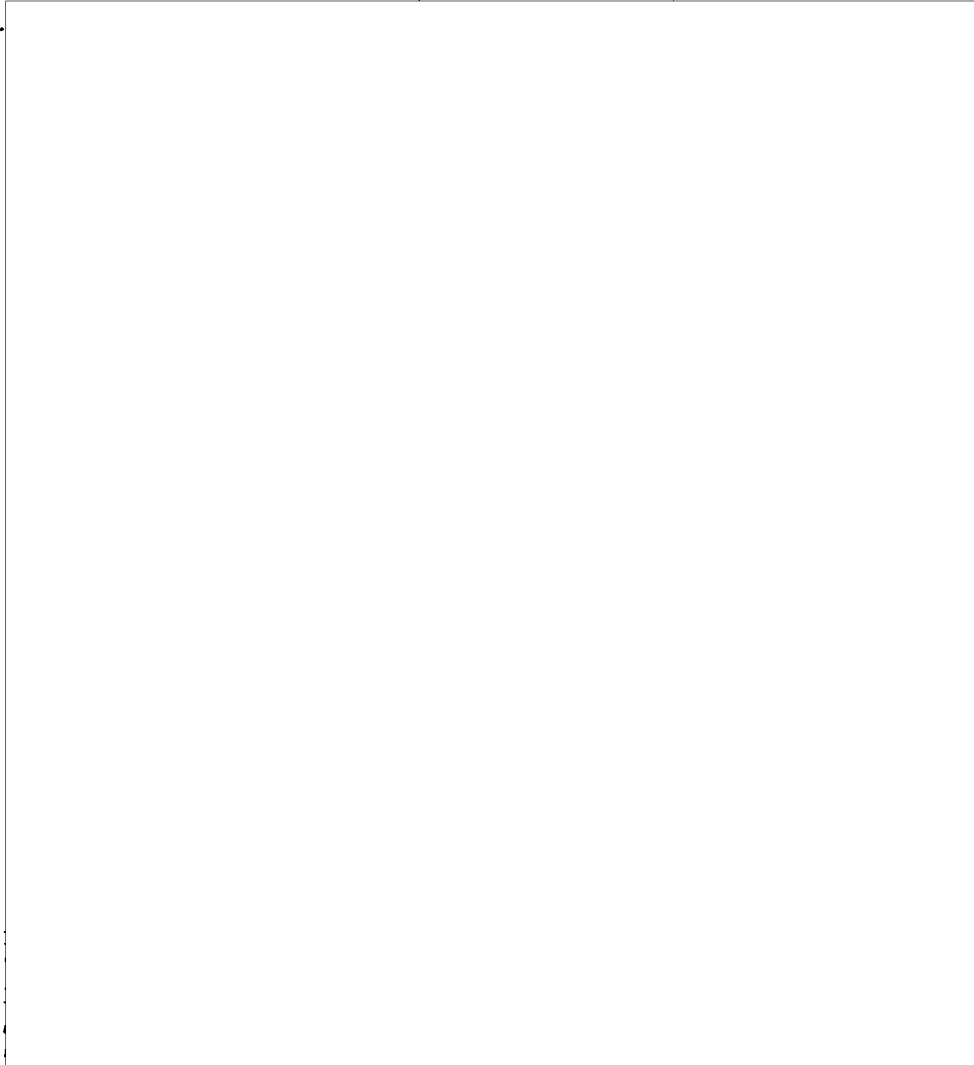
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Vessels Observed

5. [redacted] at Pier Three [redacted] was a Soviet combination passenger and cargo vessel built in Italy for Sovflot, [redacted] its name was in Cyrillic characters [redacted]. The ship was new, painted a grayish white, of medium size and equipped with radar. [redacted]

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[redacted] It remained in port only a few hours, discharging passengers and cargo, consisting of many large rolls of asphalt or tar paper, some of which was loaded directly on to railroad cars at the dock, the remainder being stored in the warehouse on the dock. [redacted] an Italian coaster of two thousand tons was loading

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grain at Pier Three. [] its name [] was possibly the "Motia", which is known to trade in the Black Sea. The Italian ship "Iano" arrived at Novorossisk [] and remained at the Foreign Vessels Anchorage []. The "Iano" was to take on grain for Trieste. On the north side of Pier Five, a Soviet tanker of five to seven thousand tons was berthed. It was high out of the water, apparently in ballast, []. Two Soviet ships of Liberty-type construction were discharging coal at the Coal Pier, one on each side, and a third Soviet vessel of similar type was at the Cement Pier [].

6. [] only one tug at Novorossisk. It was stationed at the end of Pier Two and the only [] use to which it was put was to transport several workers to Pier Three to assist in trimming. [] three floating cranes in the harbor, the largest of them being tied up []. A smaller crane was tied up alongside the wreck at the old Petro Pier, while a third, also smaller than the first, was moored between Piers Three and Four. This crane was used at certain times to lift blocks on to Pier Three for repair work, while at others a small boat came in and took the crane out for some unknown purpose and brought it back later. Between Piers Four and Five [] many nets and several small boats used for fishing. [] several people fishing in that area, apparently with some success.

7. [] a submarine tied up between two mooring buoys off the Coasting Mole. It was of Italian construction and [] to be one of the ex-Italian naval vessels taken by the USSR at the end of World War II. An LST-type ship, similar to those in the US Navy, was berthed at the south side of the Coasting Mole, and three small dark blue ships. [] naval vessels [] off the Western Mole []. Two or three small boats with four or five passengers in each plied from one side of the harbor to the other, continuously day and night, forming a sort of shuttle service. [] they came from the naval basin and proceeded in the direction of the Coal Pier [] they carried naval personnel. [] all the small boats in the harbor, including the pilot boat, went so slowly as to appear to be crawling.

8.

[] Only one ship at a time could load on this side of the pier, and although there were three movable cranes for loading, only two were used. The grain elevators, located at some distance behind the pier were red in color and although very old were apparently in good condition. [] the grain was brought on to the pier from the elevator, [] it was by some sort of conveyor system. On the pier the only male present was the foreman, each crane being operated by two women. On the ship workers included both men and women, two or three women being stationed at each hatch as samplers, and several men assisting in the loading. The tug brought about a dozen young men for trimming. [] these people spoke only Russian [].

[] The reach of each crane was adjustable to load a particular hatch by means of a retractable tube, at the end of which a series of flexible couplings provided a 90-degree angle in order to shoot the grain into the hold, and a spout at the end of the couplings permitted the grain to be aimed at a particular section of the hold. The crane itself moved along the pier to pick up the several chutes which were placed about every five or six meters along

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the upper portion of the warehouse where the grain was stored. As needed the crane would attach itself to the chute, and by a combination gravity-suction means transported the grain from the pier to the ship. Since there were no cranes on the other side of Pier Three, there were tracks to bring railroad cars directly on to the pier. The passenger ship used its own equipment to unload its cargo on to the dock, and trucks were used to take away part of it.

9. At the end of the pier was a signal tower with a mast and a search light on top, manned by one soldier. [redacted] the destroyed portion of the pier was being repaired, a wooden wall serving as a partition between it and the rest of the pier. Ten men were working by hand on this project, and occasionally a floating crane would be used to lift large stone or concrete blocks on to the pier. The repairs appeared to be progressing very slowly. [redacted] several modern transporter type cranes at the Coal Pier, where some kind of construction work was in progress. Pier Four was destroyed but [redacted] construction work was being done on it since newly emplaced concrete pilings were located in the old destroyed parts.

[redacted] Pier Two was in good condition, but the Coasting Mole appeared to be largely destroyed. A large ship with its hull broken in two was wrecked off the Old Passenger Mole and a large floating crane was tied up alongside removing portions of the wreck.

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10 Miscellaneous

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12. The Cement Factory appeared to be operating at maximum capacity, for there was much activity and considerable dust and smoke surrounded the entire area around the factory. In the town proper the streets were in very bad condition, particularly the road which crosses the river by the naval basin. In rainy weather it was extremely muddy. Several small two-story buildings were located in the area between the basin proper and the Petroleum Pier, which is supposedly a naval reservation. A high fence around the entire area, however, prevented complete observation. The large building on the south side of the naval basin is a caviar factory. A high seven or eight-story newly constructed building with many large glass windows was located in the vicinity of St. Nikolai Church near the center of the town. Although there were few lights burning in the town after 9:00 P.M., this particular building had lights on all night. In the Market Place there was a formal garden where there was dancing nightly. There were yellow painted barracks for soldiers near St. Nikolai and, another barracks was located south of Novorossisk in the vicinity of the Sudzhuk Kale, many trucks moving in and out of that area. at Novorossisk very few goods were to be had, and they were quite expensive. The exchange rate was 168 lire to a ruble and a bottle of vodka cost 10 rubles. Workers received about 20 to 25 rubles a day, but had to spend about 30 in order to live. no aircraft, nor fortifications, nor radar at Novorossisk.
13. Constanta, Rumania non-Soviet ships were obliged to wait for Soviet vessels which had precedence over all others. Even if a ship had commenced loading, should a Soviet ship come in, it would have to leave the dock to make way for the newcomer.

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